



The Rhumb Line

Maine Maritime Museum

September 1999

Number 21

Important Gift to Library

Donald A. Spear is one of the two living founders of the Marine Research Society of Bath, which grew to become the Maine Maritime Museum. We are delighted to have received, once again, a significant gift from this man to whom we owe so much. In two separate gifts over the past few months, Mr. Spear has donated archival material documenting two important parts of Bath's maritime history.

Torrey Roller Bushing Works was a major foundry and manufacturer of marine hardware, in business in Bath from 1869 to 1961. Mr. Spear, who was a lawyer for the company when it ceased operations in the 1960s, donated many papers related to the firm, including legal documents, a stock certificate book, and the corporate seal.

Mr. Spear is related to a number of significant figures in shipyards in the north end of Bath, and also gave archival material pertaining to the Packard and Spear families, and the shipyards of Goss & Sawyer, Goss, Sawyer & Packard, and Kelley, Spear Company. Most of this is manuscript material relating to shipbuilder Benjamin F. Packard, and will undoubtedly prove to be useful in understanding his important career. There are a number of items in the collection which have been seen by Musuem staff only in copy form prior to this, including lists of vessels built by Goss & Sawyer and by Kelley, Spear Co., and a photograph of the building which once stood at the corner of Broad and Front Streets in Bath, housing the Hyde ship chandlery and other businesses. This material is a wonderful addition to what we already have on these businesses and families.

Thanks to Donald Spear's gift, we now have a contemporary print of this photograph, which portrays the building at the northeast corner of Front and Broad Streets in Bath, probably before 1880. Evidently Charles H. Pierce's Photographic Gallery did a better job of advertising, but more than half of the first floor of the building was occupied by Zina Hyde's chandlery at the time of the photograph. This site is now the location of the brick building housing the Bath Savings Institution.

— MMM Collections



Our Mission is to collect, preserve and interpret materials relating to the maritime history of Maine and to promote an understanding and appreciation thereof.



From the Chart Table

For the past several months - and for more months to come - the Kennebec River is filled with machinery necessary to transform our neighbor to the North, Bath Iron Works, from the way it has launched ships since its inception, to the way it must do so in the new millennium.

This year, our major temporary exhibition in the Crooker Gallery is entitled *All the Go: A Celebration of Yachting in Maine*. One of the themes we develop is the "discovery" of the skill and craftsmanship of Maine boatbuilders by cruising yachtsmen from away and a resultant resurgence of boatbuilding in Maine.

Recently, about 4,000 of us attended the launching in East Boothbay of the latest creation of Hodgdon Yachts, a remarkable, dark blue, 124' sloop yacht which will soon sport a mast 170'+ tall and which will spread 9,700 square feet of sail. There are only a handful of yards in the world capable of turning out such a masterpiece as this vessel. A European businessman chose a small boatyard on the coast of Maine to do so, that has been building such ships and yachts here since 1816.

In our yachting exhibition, we display a beautifully done model by John Gardiner of Castine of the J-Boat *Ranger*, built at Bath Iron Works in 1937 for the successful America's Cup defense of that year. The model shows *Ranger* on the ways and sitting on a very detailed launching cradle, complete with wedges ready for the driving.

Ranger's principal dimensions were close to that of Hodgdon's new vessel. The model launching cradle is almost precisely the same as those built under Bath Iron Work's destroyers.

Both the model yacht and the launching cradle upon which it sits are very useful tools for teaching how the past comes alive in the present – how historical techniques relate to modern realities. And yet, these stories constantly need updating, as the present continues to move rapidly into the future.

Whereas it is true that Tim Hodgdon and his remarkably skilled colleagues have just built a wooden boat, carrying on the tradition of his forebears, there is enough space-age material in this vessel to qualify it as a most modern contraption. Epoxies, aluminum honeycomb, resins, and magic coatings (formerly paint) undergird and support the very visible and most gloriously worked woods. The mast is carbon fiber, one of the longest such spars ever built.

And, in just a short while, no longer will BIW's newly constructed ships slide down greased ways in the manner they have done so in Maine and elsewhere for centuries. For just a few more launchings, the carpenters will construct a launching cradle

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The Rhumb Line is a quarterly newsletter of Maine Maritime Museum, a non-profit museum institution. Editor-in-Chief: Thomas R. Wilcox, Jr.

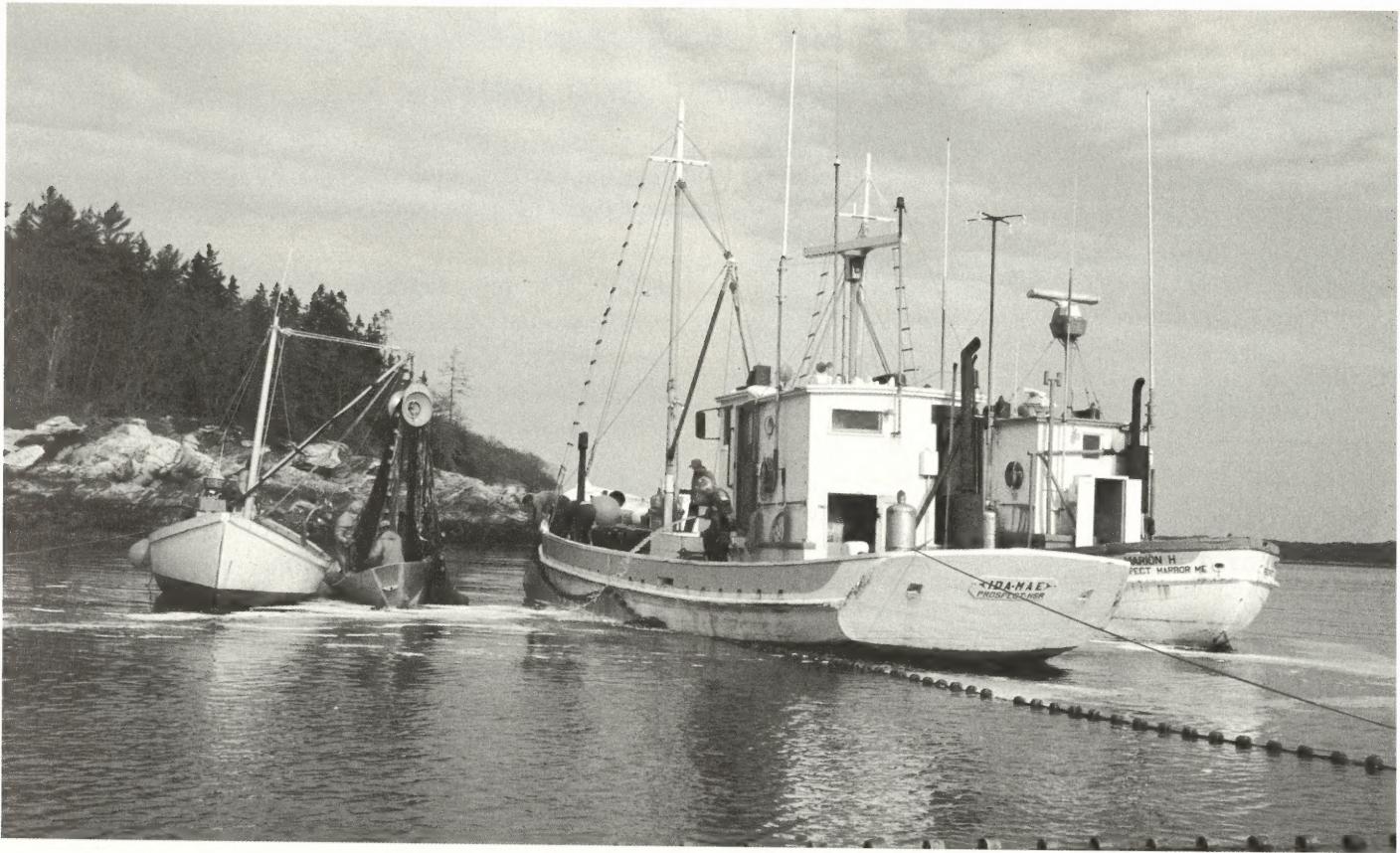
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Maine Maritime Museum
243 Washington Street
Bath ME 04530

(207) 443-1316
FAX (207) 443-1665
www.bathmaine.com
e-mail: maritime@bathmaine.com





Gallery —

This scene is sometime in the cold part of the year, either 1968 or 1969. The sardine carriers Ida Mae and Marion H., both of Prospect Harbor, are ready to receive herring from the stop seining operation of Lyle Ford of Hancock. The seine was somewhere in the Prospect Harbor – Winter Harbor area.

The photograph is one of 70 slides taken by K. Richard Trenholm and donated by Mr. Trenholm to Maine Maritime Museum this year. He worked for Stinson Seafood Co. at the time.

Pirates' Party

October 29, 1999

6 - 9 PM

A Family event!

The fourth annual Pirates' Party celebrates Halloween with a nautical flair. The evening's fun includes music, magic, and mystery. Participants will make a take home project and set out on their own pirate adventure to find a special key that opens a sea chest full of treasure. Be sure not to miss the special pirate guests, including a singing mermaid. Sip hot cider around a bonfire while listening to pirate tall tales, all the while munching on popcorn and caramel apples. Costumes are optional but missing all the fun is not.

Tickets prior to the day of the show: \$4 per person or \$15 for members of the same household. At the door: \$5 per person or \$20 for members of the same household.



1999 Fall Lecture Series

Wind, Weather, and Waves

Lectures are from 7 p.m. - 9 p.m. Admission is \$6.50 for members and \$7.50 for non-members. Series tickets are \$35 for members and \$42 for non-members. Reservations are recommended and may be made by calling (207) 443-1316.

September 30

Far Away: Encounters in the South Pacific

In 1991, LeCain Smith and Sheila Moir, authors of *Steel Away* and residents of Blue Hill, Maine, sailed around the world on their 43-foot ketch. They traveled to the distant islands of Rapa Nui, Aitutaki, Niutoputapu, Kapingamarangi, Budi Budi and across the South Pacific to Southeast Asia. With the use of video footage and lecture, learn of the delights and encounters with the people who live on the islands, the volcanic landscape, the animals of the sea, and the wild waves.

October 7

The Disastrous Fate of USS Indianapolis (CA-35)

At 12:14 on July 30, 1945, the *USS Indianapolis* was torpedoed by a Japanese submarine in the Phillipine Sea and sank in 12 minutes. Of 1,196 men on board, approximately 300 went down with the ship. The remainder, about 900 men, were left floating in shark-infested waters with no life-boats and most with no food or water. The ship was never missed, and by the time the survivors were spotted by accident four days later only 316 men survived. The disastrous sinking of the *USS Indianapolis* in WWII was controversial and horrific. Dennis Covert, a naval historian from Ft. Wayne, Indiana, will tell the story of the vessel's demise and the fate of many crew members.

October 14

Search and Rescue Along the New England Coast

By 1915, in the aftermath of the Titanic, the U.S. Lifesaving Service merged with the Revenue Cutter Service to form the U.S. Coast Guard Service. As a result, the Coast Guard has a set of statutory duties including safety, search and rescue, cleanup, and coastal patrol. In this lecture, learn more about the history of the USCG as Rick Feese of the USCG Executive Office speaks about its role in lifesaving operations along the Eastern coastline.

October 21

Shipwrecks Around New England

From Grand Manan to Sandy Hook, shipwreck historian William P. Quinn will take us on a photographic journey through 100 years of maritime disasters. Quinn is author

of three illustrated books on shipwrecks including *Shipwrecks Around New England*. Quinn's interest is based on the experience of his grandfather, a Nova Scotia fisherman who washed up on the sands of Cape Cod in the 1870s as a victim of a shipwreck.

October 28

Cruising with the Family to Far Away Places

Portland resident and first mate Pamela Plumb will speak on the challenges and joys of sailing for extended periods with children. Having raised two children from bassinet to adventurous adults of the sea, Plumb will give an illustrated lecture of alluring seas and landscapes of the South Pacific, Caribbean, and points Downeast. Plumb will also discuss the dynamics of families living in close quarters and the safety considerations of sailing with children.

November 4

Racing Strategies in the 1999 Marion to Bermuda Race

Join father and son team Abbot and Max Fletcher as they discuss their victory in the 1999 Marion to Bermuda Race. The Fletchers have been avid sailors for more than 35 years, cruising and racing from Halifax, Nova Scotia to Bermuda. Abbot and Max also sailed in the Bermuda Race in 1993 and 1995. A former sailing coach at Bowdoin College, Abbot Fletcher will begin the talk with an illustrated discussion on sailing concepts followed by Max Fletcher's approach to the Marion to Bermuda Race.

November 18

Lighthouses

The history, intrigue and romance of lighthouses has attracted enthusiasts of all ages and from all corners of the world. As aids to navigation, lighthouses have prevented immeasurable loss in merchandise and lives, while showing the way for mariners and merchants along the shores of America's oceans, lakes, and primary rivers. Ken Black, director of the Shore Village Museum, shares his passion for lighthouses. "Lighthouses are like people," states Black, "existing with different shapes, sizes, and characteristics." Join Ken as he discusses the variety in light stations and their history along the coast of Maine.

Boatbuilding Workshops

Maine Maritime Museum will offer three boatbuilding workshops this fall. All classes will be held in the Museum's Boat Shop. Reservations are required for all workshops. Members receive a 10% discount.

Half Hull Modeling

Wednesdays, October 20 thru November 24

6:30 to 9:00 PM

Using the time honored line drawing technique that boat builders have used to study hull form and design construction, participants will build and mount their own half hull model. Some basic hand tools will be required. The class is limited to six and tuition is \$175.

Introduction to Lofting

November 6 and 7

9:30 AM to 4:00 PM

After a boat has been measured and documented, the next step is to loft the resulting data. In this workshop, participants will be guided through the lofting of a small, round-bottomed boat. We will discuss tables of offsets, diagonals, and buttock lines. By the end of the class, through hands-on experience, participants will understand the process of lofting and will be ready to loft a boat on their own. The class is limited to 8 and tuition is \$175.

Introduction to Measuring Boats

October 23

9:30AM to 4:00 PM

Often some of the most interesting boats do not have a set of plans developed for their construction. This class will enable participants to learn and understand the process of documenting and measuring a boat for the purpose of reproducing it. Participants will work on taking lines and measurements from a round-bottom boat. We will learn how to understand and use the data collected to develop a table of offsets for future use. The class is limited to 8 and tuition is \$175.

Small Point

Maine shipbuilders enthusiastically used up local supplies of timber, and started having to import timber from other states sooner than you might think. The ship *Arbella* built in Bath in 1825 by Johnson Rideout had some southern pine plank in her. The first vessel built in Bath said to have been constructed of southern timber was the ship *Dela-ware*, from the yard of G. F. & J. Patten in 1838. That same year, Clark & Sewall built a ship of southern timber – *Diadem*. By the time of the Civil War, this was a common occurrence.

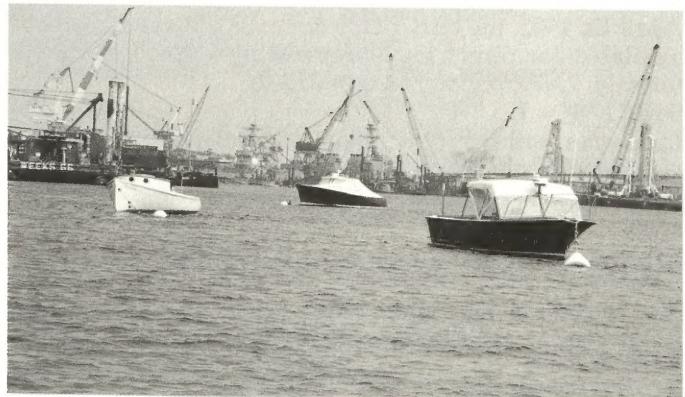


Don't Let Us Sail Without You

Support MMM by Becoming a Member

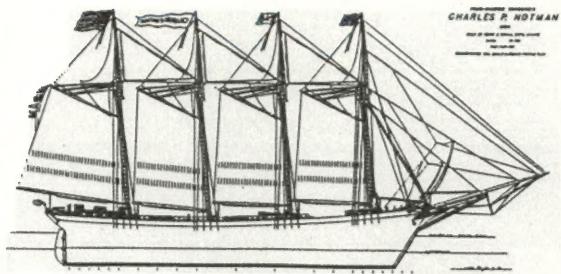
Individual	\$25-49
Family	\$50-124
Sustaining	\$125-249
Patron	\$250-499
Shipwright	\$500-999
Downeaster	\$1000+

Please send us your check or call our Membership Office at (207) 443-1316



The more things change....Three "picnic boats" of successive generations moored in the Kennebec off the Museum property. Left: 28' lobsterboat launch built at Friendship in 1928 by Gene Brown for N. C. Wyeth, donated to the Museum in 1987 by the Wyeth Family; Right: 24' Lyman skiff built at Sandusky, Ohio in 1964, given to the Museum in 1998 by Fred Schaefer; Center: 36' Picnic Boat built at Southwest Harbor in 1999 by Hinckley Yachts for a Museum trustee. Background shows construction at Bath Iron Works, transforming it from building ships on inclined ways to doing so on a level plane, thus ending a centuries-old era.

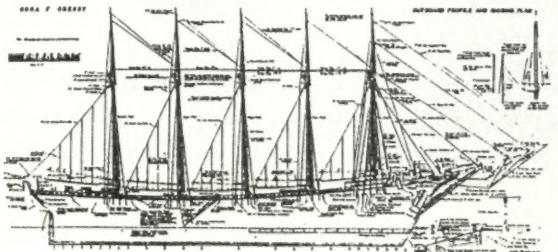
News In Store



Charles P. Notman: Four-masted schooner launched August 8, 1894, the first vessel built by Percy & Small. Gross tonnage 1,518, register length 219.3 ft.

Scale 1/8" = 1'

Lines plan, sail plan, deck plan, inboard profile, midship section. \$30.00



Cora F. Cressy: Five-masted schooner launched April 12, 1902, the only Percy & Small schooner that was available for direct measurement by Capt. Lee. Gross tonnage 2,499; register length 273 ft.

Scale 1/8" = 1'

Lines plan, sail & rigging plan, outboard profile & rigging plan, inboard rail plan, construction & deck machinery plan, deck structures plan, and 64 small detail drawings. \$75.00

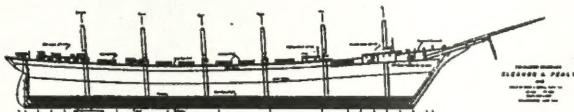
Behind the Scenes at BIW!

On October 2, 10 AM to 3 PM, Maine Maritime Museum will be offering a five-hour look at the industry that made the city one of the country's most prolific and well known centers for shipbuilding.

The program will begin with a walking tour of the Museum's historic Percy and Small Shipyard, the last surviving intact shipyard that built large wooden sailing vessels. After the walking tour, participants will board the historic *Linekin II* for a 45 minute cruise to view several *Arleigh Burke* class destroyers from the water. Participants will then tour Bath Iron Works' production facility.

The BIW tour will cover the key steps in building the Navy's most advanced surface combatant. BIW

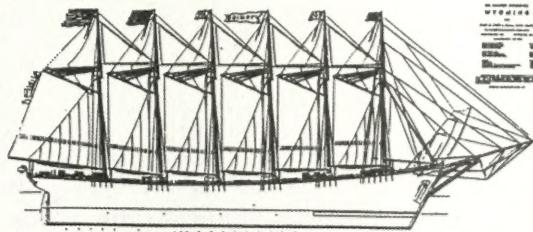
Captain Douglas K. Lee Plans of Schooners Built by Percy & Small



Eleanor A. Percy: Six-masted schooner launched October 10, 1900, the first six-master built by Percy & Small. Gross tonnage 3,401; register length 323.5 ft.

Scale 1/8" = 1'

Lines plan, sail plan, deck plan, inboard profile, midship section. \$30.00



Wyoming: Six-masted schooner launched December 15, 1909, the largest commercial wooden sailing vessel ever built. Gross tonnage 3,730; register length 329.5 ft. Scale 1/8" = 1'

Lines plan, sail plan, deck plan, inboard profile, midship section. \$30.00

To place an order for a set(s) of plans, call the Museum at (207) 443-1316, extension 331 or fax your order to (207) 443-1665. If you fax your order, be sure to include the following: Your name and full address, the plan set(s) you want, the total price including the following: Maine sales tax (if applicable), 15% shipping charge (3.00 minimum), and an extra 5.00 if it is to be shipped overseas. The Museum accepts MasterCard, Visa, and Discover; please include the card type and number, the expiration date, and your signature.

representatives will be on hand to explain the shipbuilding process which is based on a method called unit assembly and pre-outfit. Participants will see how the ship design is divided into building blocks or "units" which are outfitted individually with electrical and mechanical systems while still inside the assembly buildings. Other points of interest on the tour include the building ways, where units are joined and later launched, and the piers, where ships' weapons are installed and all systems undergo rigorous test procedures before delivery to the Navy.

Admission to this unique program is \$30 for members and \$35 for non-members and includes a box lunch. Reservations are required as space is very limited.

Schooner Heritage Day Sail Benefits Museum's Annual Fund

Generous hosts, excited passengers, a beautiful vessel, and a perfect day – an unbeatable combination! All of this came together to make the Museum's fund raising sail aboard the schooner *Heritage* a very special day.

Museum trustee Captain Doug Lee and Advisory Trustee Captain Linda Lee offered their schooner, their crew and their time to help raise annual funds for operating support. On Sunday, June 27, donors boarded *Heritage* at her slip at Rockland's North End Shipyard and set sail for a day on Penobscot Bay. Passengers experienced line hauling and floating, a turn at the helm, dolphins, Captain Linda's excellent chowder and chocolate chip cookies (prepared on the schooner's massive wood-burning stove) and Captain Doug's seamless storytelling.



The generosity of the Lee family allowed the Museum to raise valuable dollars for annual operating costs. Donations from this special event will be used to offset Museum program and acquisition costs during 1999.

Heritage was designed and built by the Lees, and launched in 1983. She is the newest coasting schooner on the Maine coast, and typically spends the summer and early fall cruising for weeklong excursions. Doug and Linda, and their daughters Clara and Rachel, have shown countless visitors the enchanting Maine coast from the deck of this special vessel. As Doug has said, *Heritage* is the newest schooner, but is purpose-built to carry cargo, just like her forebears. The difference is that cargo these days is people.

Welcome Aboard! New Members May - July 1999

Wilbur Bell
George Betke
Richard A. Bey
Mr. & Mrs. Frank C. Bogusch
John W. Bradford
Neal A. Brown
Mr. & Mrs. Derek Bugler
Alina M. Butler
Elizabeth Callan
Mr. & Mrs. John Clements
Marshall P. Cloyd
Kathryn Coleman
Malcolm L. Collins
Bill & Lynn Connell
Dr. Susan J. Cook
Mr. & Mrs. John Cooney
Debbie Curtis
William Cutler
Stanley Doherty
Donald A. Dohrman
Oliver Dominick
Jerome Dorsky
Mr. & Mrs. Erik Ekholm
Larry Ely & Ginger Lawson
Mr. & Mrs. Harold L. Ertman
Capt. William G. Gatchell
John M. Gleason
David Glendinning
Garrick Grant
Steve Greene
Barbara Grishaver
Robert Griswold
Davies Hakitare
Mr. & Mrs. Jim Hudson
Raymond E. Hutchins
Alfredo Irarrazaval
Eldie Johnston
Frances Y. Kakos
Cary Laine
Richard Leavitt
Douglas C. Leitch
Robert Lord
Mr. & Mrs. Richard Low
Ruth L. Maier
Christopher A. Maione
Mr. & Mrs. Philip F. Maione
Pietro F. Maviglia
Mike McCormick
Mr. & Mrs. John McMullen
Keith Morton
Henry Musser
Sallie C. Nealand
Mr. & Mrs. Ronald L. Nicholas
Jack Oblein
Eunice A. Pollard
William W. Poole
Nina Rayer
Richard Roberge
Sydney R. Rockefeller
Mr. & Mrs. Stuart Ross
Phil Rubel
Sandy Ruiter
Beverly Rumble
Jack Spinner
Mr. & Mrs. Lester Steffens
Robert B. Stewart, Jr.
Mr. & Mrs. Bradley Stroup
Stephen Taylor
Nita Tupper
Tim Uli
Fred Warnecke
Christopher Wells
Mr. & Mrs. William Whiteside
Jim Williams
Sanford Williams
Brian Wood
Stephen T. Woodbury
David Wright
Susie Yakowicz
1st Sgt. Robert A. Yarumian
MHS '99 Graduates

Quartermasters Day

October 16, 1999

We need your help! It is time for Maine Maritime Museum's annual fall cleaning. There are a few openings in the Museum's elite corps of Quartermasters. Quartermasters are a group of dedicated Museum members who are willing to contribute much needed and honorable manual labor two Saturdays a year, one in the Spring and the other in the Fall. The next meeting will be Saturday, October 16, 1999. The Museum provides a delicious catered lunch and you provide the manual labor. For more information or to make a reservation, call (207) 443-1316, extension 0.

Patterson Acquisitions

The Museum is fortunate indeed to announce the recent acquisitions of two Charles Robert Patterson paintings relating to ships built at a yard formerly on Museum property.

The first is a large oil on canvas painting of the *Henry B. Hyde*. This is one of four Patterson paintings of the *Hyde* commissioned by John S. Hyde to portray the Downeaster in four different scenes. It was given to the Museum by Eleanor Fenn Berg, Joan Ferguson, Diann Gowen, and Helen Wilson. The painting shows the *Hyde*, on her maiden voyage in 1884, in the process of casting off her hawser to the steam tug *Seguin*, also in its first year of operation on the Kennebec. The island of Seguin and its light are in the background. (The Museum owns one other of the four paintings, a scene of the *Hyde* under shortened canvas, charging over a heavy sea with the crew aloft taking in a fore topsail. We have used it in our print advertising.)

The second painting is a massive Patterson mural portraying the ship *W. R. Grace* entitled "Signal Me All Well." Again this work is one of four, commissioned by the W. R. Grace company in the 1930s to hang in the dining saloons of four of its Atlantic

and Pacific steamships. The murals were removed from the ships at the outbreak of WWII, a good thing since two of the ships were sunk. The painting is the gift of the W. R. Grace Company.

Both of these vessels were built by master shipwright John MacDonald for the firm Chapman and Flint at the yard formerly located where now exists the Museum's south parking lot. The *W. R. Grace*, of 1,893 tons, was built in 1873 for the California trade. The average of her 12 voyages to San Francisco was 136 days. She was lost in 1889 during a hurricane near Cape May, New Jersey while bound from Havre to Philadelphia to load case oil for Japan. All but four of the crew were rescued by breeches buoy.

The *Henry B. Hyde*, measuring 2,583 tons, was the largest ship yet built in Maine when she was launched in 1884. She was considered by many to be the apogee of the Downeaster type. She, too, was built for the California trade, and she made some fast passages. Her average from New York to San Francisco was 124 days – her fastest was 105, her slowest 153. She, too, was lost along the Atlantic coast, driven ashore while under tow at Cape Henry in 1904. Her crew and stores were saved but the ship was a total loss.

From the Chart Table *continued from Page 2*

under these mighty warships very similar to that modeled by John Gardiner under the miniature *Ranger*. (It is likely that some of today's cradle-builders are descended from those that built *Ranger*'s actual cradle.) And, at the low tide preceding the launching high tide, a few hundred shipbuilders will drive full-sized wedges, forcing the cradle up under the ship allowing the keel blocks and shoring timbers to be cleared away, transferring the weight of the ship from the ground to the cradle. After these last few, a new ship will instead travel along rails onto a floating dry dock, which will be towed to the middle of the river and sunk, thus freeing the ship to its element. And so, this model yacht calls to mind that yacht building and ship building are very much alive and well in Maine and that celebrating the history of such endeavors and relating them to the present and the future increasingly means updating the story. The wooden boat building story today is already the story of high technology with a respect and reverence for the past. The ship building story today in Maine is about to change with the abandonment of an ancient but now-obsolete process.

The story is ever changing, which makes the telling of it and the hearing of it all the more exciting.

To our

Thomas R. Wilcox, Jr.
Executive Director

Small Point

October 3rd will mark the 100th anniversary of the launching of the four-masted steel bark *Edward Sewall* at the shipyard of Arthur Sewall & Co. in the north end of Bath. The Sewall yard was nearing its peak of steel construction in 1899, launching three big steel barks. *Edward Sewall* was a remarkable vessel, continuing in service until scrapped in 1936.

Victory Garden's Roger Swain at the Maine Maritime Museum



Roger Swain, the host of PBS-TV's popular horticulture show, *The Victory Garden*, will lecture at Maine Maritime Museum on Saturday, October 2. Gardener, biologist, writer, and storyteller, Swain also acts as science editor of *Horticulture* magazine. In 1996, he was awarded the Massachusetts Horticultural Society Gold

Medal for his "power to inspire others." He is the author of five books: *Earthly Pleasures*, *Field Days*, *The Practical Gardener*, *Saving Graces*, and *Groundwork*.

Communities along the coast of Maine had several ways of sustaining themselves throughout the year, including boat building, ice harvesting, and garden-

ing. "Putting food by" is how people sustained themselves through the rough Maine winters. In his lecture, Swain will discuss this history, how we can integrate historic practices into our own gardens, and the origin of early plant varieties through maritime trade.

The lecture will be followed by a question and answer period. With great anecdotes and gardening advice, it will be a treat to spend some time with Roger Swain. Reservations may be made for 10:30 AM to 12 Noon or 1:00 PM to 2:30 PM. After each lecture, Mr. Swain will be available to sign your books obtained at the Museum Store or one from your own collection.

The price is \$15 for members and \$20 for non-members. Reservations are required. For more information call the Museum at (207) 443-1316, extension 0.

Come Sail With Us!!! At Maine Maritime Museum's Overnight Camp-ins

October 16

November 6, 13, 20

December 11

Maine Maritime Museum invites scouts ages 6-12 to participate in our camp-ins. The theme for this fall is "Ports of Call." This imaginary journey is based on the real-life voyages of Bath-built ships, which carried cargo around the world in the late 1800s. The voyage begins in Bath with a tour of the Museum and gathering of supplies for the trip, including making a boat model to aid in sailing around the world. From Bath, we voyage to ports in Ghana, Australia, and Barbados, where scouts learn about the indigenous people and complete an activity such as making a sailor's valentine. A final stop in Chile finishes

the voyage, and scouts head for home after a treacherous voyage around Cape Horn.

The cost is \$27 per scout and \$25 per adult. The price includes dinner, breakfast, and all materials. The program begins at 5:00 PM and ends at 11:00 AM the following day. Accommodations are available for up to 45 people on each date listed. The Museum requires one adult for every ten scouts. Reservations are required. Space is limited, so sign up soon. Other dates may be possible. Please call the Museum at (207) 443-1316 for more information.

Our Wish List

Please call Tom or Ruth at (207) 443-1316
if you can help out. Thanks!

- floor buffer/scrubber
- dish cloths and towels
- lobster cooking pot
- small hammers (tack hammers)
- paper plates and cups
- plastic cutlery
- new men's t-shirts (white)

Matching Contributions Matching Contributions

Contributions, and in some cases membership dues are matched by many corporations. However, the Museum has to be approved for matching funds and then apply for each match as the gift is received. If you are employed by or retired from a company that has a matching program, please let us know by calling the Membership Office at (207) 443-1316.

Museum Dedicates Omar R. King Memorial Gallery

On Saturday, July 24, 1999, the Museum celebrated the dedication of its riverfront gallery, now known as The Omar R. King Memorial Gallery. Colleagues, family and friends of the former Bath native gathered to honor the many contributions to maritime heritage by Mr. King.

Led by Trustee James Harvie and Museum member Abbot Fletcher, a committee of volunteers set out to ensure that the man they respected would be recognized by future generations. Many of these volunteers had worked with and for Omar King, and knew firsthand the shipbuilding and management skills he applied at Bath Iron Works.

Beginning his career at the South Portland Shipyard, Mr. King supervised the construction of 30 freighters for Great Britain and 236 Liberty Ships during WWII. Moving to Bath Iron Works after the war, he became Vice President and Works Manager. During the 1950s and 1960s, BIW produced the destroyers *Mitscher* and *McCain*; the prototype gunnery destroyer *Forrest Sherman*; the prototype Terrier guided missile destroyer USS *Dewey* – 10 months ahead of schedule – and her sister ship *Preble*; and the prototype *Tartar*

guided missile destroyer USS *Charles F. Adams*. In this period the prototype guided missile destroyer leaders *Leahy* and *Belknap* were also built. These extraordinary efforts, and the steady production of naval ships, enabled BIW to make the complex transition from gunnery ships to missile ships under Omar King's leadership.

Remarks by Jim Harvie, Abbot Fletcher and former Museum director Lin Snow preceded the ribbon cutting. Mrs. Virginia King, joined by her children Suzanne and Stephen, and other family members including many grandchildren, nieces and nephews, cut the ribbon to the newly named gallery just as a rainbow appeared over the Kennebec.

Omar R. King Memorial Committee members include Charles Crosby, the late James Feeney, William Lowell, Archibald Main, C. Arthur Mayo, Jr., Thatcher Pinkham, Captain William Rich, and Ralph L. Snow. This recognition effort was conducted as part of the Museum's Capital Campaign, and is the second area designated as a commemorative naming opportunity.

Treasures in the Attic

Saturday Seminars
9:00 AM to Noon

Bring your treasured heirlooms or curiosities from the attic to the William T. Donnell House this fall for identification and evaluation by leading experts. Learn how to care for your objects so they will last your lifetime and beyond. Each week will feature a different medium. Sign up for one seminar or for all four. Participants may bring one object to each session. Cost for each seminar is \$15 for members and \$20 for non-members. Series tickets are \$50 for members and \$70 for non-members. Reservations are required. Space is limited so sign up soon.

October 16
Glass and Ceramics
Dorothy Lee Jones, Founder and Curator of the *Jones Museum of Glass and Ceramics*.

October 23

Paper

Nina Rayer, owner of *Rayer Fines Arts Conservation* and a graduate of the Art Conservation Program and the University of Delaware/H.F. du Pont Winterthur Museum

October 30

Photographs, Daguerreotypes, Tintypes, etc.

Dave Mishkin, owner of *Just Black and White* and a graduate of the photography program at the Rochester Institute of Technology. *Just Black and White* specializes in salt and albumen prints as well as daguerreotypes, tintypes, and ambrotypes.

November 6

Oil Paintings

Nancy Lee Snow, painting conservator, whose clients include Portland Museum of Art, Maine Maritime Museum, and many other museums and historical societies across New England.

Planning Ahead To Support Maine Maritime Museum

Gifts to Maine Maritime Museum may be made through several established planned giving options. Planned (or deferred) giving programs enable the Museum to secure its future, giving donors the option to use assets – rather than income – for charitable contributions. These gifts are not used for current needs, but are critical in addressing the Museum's long term growth and institutional stability.

Planned gifts are typically defined in three categories: charitable bequests, life income agreements, and other vehicles (such as charitable lead trusts, remainder trusts, and insurance). Specific planned giving programs were created in the 1969 Tax Reform Act, and all charitable giving continues to be subject to IRS regulation.

Charitable Bequests:

These gifts are often called "testamentary gifts," as they come to the organization through the "last will and testament" of the donor. The donor may designate a specific dollar amount, a non-cash asset, or a portion of their estate. This option is the most commonly used planned giving tool.

Life Income Agreements:

Charitable Gift Annuity – Donors may consider a gift of this type to provide a quarterly fixed payment for income beneficiaries who are 60 years of age or older. The payment amount is based upon the donor's age at the time of the gift, and the amount of the investment.

Pooled Income Fund – Donors may make contributions to the Museum's Pooled Income Fund, which combines the gifts of several donors, manages the funds investment, and returns income to the donors on a scheduled, proportionate basis. Participation requires a minimum age of 50, and minimum investment of \$5,000.

Charitable Remainder Trust - This is a trust agreement from which the donor or other members of the family receive payments each year and the Museum receives the remainder value of the trust at the death of the last beneficiary or at a specific date. Payments can be either a fixed dollar amount or a fixed percentage of the trust value each year. A minimum of \$100,000 is required.

Other Vehicles:

Charitable Lead Trust – These trusts are created to provide income to the Museum for a specific period of years, not to exceed 20, or for the life of the donor. Subsequently the remainder of the trust reverts to the donor or donor's designee. Usually cash or securities are used to establish the trust, and the trust can provide a tax savings on the transfer of appreciated assets to the donor's heirs.

Life Estate Gifts – These gifts are gifts of a residence, farm, or vacation home. The donor receives a charitable tax contribution at the time of the gift, while continuing to use the property for life. After the lifetime of the donor, the Museum receives ownership of the property.

Life Insurance – Whole-life insurance policies, as with other appreciated assets, can be transferred to Museum ownership. The donor receives a tax deduction for the policy's cash surrender value.

This information is intended as a guide to choosing the most appropriate vehicle for giving to Maine Maritime Museum. Donors should consult their legal or financial counsel to develop a gift plan. Personal financial circumstances vary considerably, and specific needs and issues should be addressed before gifts are made. While tax considerations are not the primary concern in charitable giving, most donors want to take advantage of the deductibility features that current tax laws permit.



Volunteer Jim Rives explains how to launch a schooner. Each summer, thousands of successful launchings take place on Museum grounds down miniature launching ways into a lobster tank filled with water. An expert presentation of the complex physics and mechanics of levering a hefty package from the dry land into the water precedes the pulling of the "triggers," sending the little schooner down the ways. For a few more times, this presentation will have the real-life example of ship launchings at Bath Iron Works, just up the river from the Museum. After modernizing at the shipyard, audiences will have only our example to see how it used to be.

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MUSEUM
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